

B. F. TAYLOR,
Steamer,
Lighters and Steam Launches
Supplied.
ILOILO, PHILIPPINE ISLANDS.

The Hongkong Telegraph.

ESTABLISHED 1881.

NEW SERIES No. 1063. 日一十月九年七十二精光

TUESDAY, OCTOBER 22, 1901.

二拜禮 聖二十月十英港香

THIRTY DOLLARS
PER ANNUM.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.

CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 18,000,000
CAPITAL UNCALLED " 6,000,000
RESERVE FUND " 6,500,000

Head Office:—YOKOHAMA.

Branches and Agencies.
TOKIO. KOBE.
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
TIENTSIEN. NEWCHWANG.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LTD.
PARR'S BANK, LTD.
THE UNION BANK OF LONDON, LTD.

HONGKONG BRANCH—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.

On fixed deposits for 12 months at 5 per cent.

" " " 4 "

TARO HODSUMI,
Manager.

Hongkong, 2nd October, 1901. [11]

THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE:—LONDON.

CAPITAL PAID-UP £800,000

RESERVE LIABILITY OF SHARE-

HOLDERS £800,000

RESERVE FUND £575,000

INTEREST ALLOWED on CURRENT

ACCOUNT at the Rate of 2 per cent. per

annum on the Daily Balance.

On Fixed Deposits for 12 months: 4 per cent.

" " " 3 " "

" " " 2 " "

T. H. WHITEHEAD,
Manager.

Hongkong, 9th July, 1901. [35]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE

OF THE 12TH NOVEMBER, 1896.

Shanghai Taels.

SUBSCRIBED CAPITAL 5,000,000

PAID-UP CAPITAL 2,500,000

Head Office:—SHANGHAI.

Branches and Agencies.

CANTON. PEKING.

CHEFOO. PENANG.

CHINKIANG. SINGAPORE.

CHUNKING. TIENTSIEN.

HANKOW.

The Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities.

Bills discounted.

INTEREST ALLOWED ON DEPOSITS.

3% per Annum. Fixed Deposits for 3 months

4% " " " 6 " "

5% " " " 12 " "

E. W. RUTTER,
Manager.

Hongkong, 1st January, 1901. [14]

HONGKONG AND SHANGHAI
BANKING CORPORATION.
PAID-UP CAPITAL \$10,000,000
RESERVE FUND:

Sterling Reserve \$10,000,000
Silver Reserve \$ 3,750,000

RESERVE FUND OF PROPTORS \$10,000,000

COURT OF DIRECTORS:

R. SHewan, Esq., Chairman.

Hon. J. J. Bell-Irving, Deputy Chairman.

A. Haupt, Esq.

D. M. Moses, Esq. N. A. Siebs, Esq.

H. J. Raymond, Esq. H. W. Slade, Esq.

R. L. Richardson, Esq. H. E. Tomkins, Esq.

H. Schubart, Esq. Paul Witkowsky, Esq.

Chief Manager:

Hongkong—Sir THOMAS JACKSON.

Manager:

Shanghai—H. M. BEVIS, Esq.

LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per Cent.

per Annum on the Daily Balance.

On fixed deposits for 12 months at 5 per cent.

" " " 4 "

TARO HODSUMI,
Manager.

Hongkong, 17th August, 1901. [9]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER

CENT. per annum.

Depositors may transfer at their option

balances of \$1,000 more to the HONGKONG AND

SHANGHAI BANK to be placed on FIXED

DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,

T. JACKSON,
Chief Manager.

Hongkong, 4th October, 1901. [10]

THE NATIONAL BANK OF CHINA,
LIMITED.

Authorised Capital £1,000,000

Paid up Capital £ 324,374

HEAD OFFICE:—HONGKONG.

Board of Directors:

Chau Kit Shan, Esq. C. Ewens, Esq.

Chow Tung Shing, Esq. J. T. Lauts, Esq.

Chief Manager:

GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5%

Hongkong, 20th December, 1899. [8]

THE DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL Sh. Taels 5,000,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin " Calcutta Hankow

Tientsin Tsingtau (Kiautschou)

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS,

UNION BANK OF LONDON, LTD.

DEUTSCHE BANK (BERLIN), LONDON AGENCY

DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

E. F. GROS,

Acting Manager.

Hongkong, 29th August, 1901. [106c]

THE MITSUI BUSSAN KAISHA
(OR MITSUI & CO.)

HEAD OFFICE:—43, SAKAMOTO-CHO, TOKYO.

LONDON OFFICE:—34, LIME STREET, E.C.

HONGKONG OFFICE:—6, ICE HOUSE STREET.

BRANCH OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy,

Shanghai, Hankow, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo,

Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Kure, Shimonoseki, Moji, Wakamatsu,

Karatsu, Nagasaki, Kuchinotsu, Sasebo, Miike, Hakodate, Taipeh, &c.

Telegraphic Address for all the Offices: " MITSUI."

A.B.C. and A.1 Codes used.

CONTRACTORS OF COAL to the Imperial Japanese Navy, arsenals and Railway

Bureau; Principal Railway Companies and Industrial Works; Home and Foreign Mail and

Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines.

SOLE AGENTS for Fukuro, Hokoku, Ichimura, Kanada, Kishima, Mannoura, Onoura,

Otsuji, Tohmiyama, Tsubakuro, Yoshinotan, Yoshio, Yunokibara and other Coal Mines.

N. INUZUKA, Manager.

Hongkong, 1st August, 1901. [156c]

FOOTBALL SEASON.

THE "CERT" BOOT,
PATENTED.

WORN BY ALL THE
LEADING PLAYERS.

ALL SIZES IN STOCK.

FROM \$5.50 PER PAIR.

LANE, CRAWFORD & Co.

OLD MATURED

JOHN WALKER WHISKEY,

FROM THE FAMOUS

KILMARNOCK DISTILLERY.

THE FAVOURITE WHISKY IN THE OLD COUNTRY.

ASK FOR IT!

Hongkong, 22nd July, 1901.

1776c

Fr. BLUNCK,

SILK-LACE MANUFACTURER

AND
EMBROIDERER.

17, QUEEN'S ROAD, HONGKONG.

MANUFACTURER
and
RETAILER.

16th July, 1901. [715c]

Intimations.

BEEF TEA versus BOVRIL.

BEEF TEA.

"Were it possible to furnish the market, at a reasonable price, with a preparation of meat combining in itself the albuminous together with the extractive principles, such a preparation would have to be preferred to *extractum carnis*, for it would contain all the nutritive constituents of meat. I have before stated that in preparing the Extract of Meat the albuminous principles remain in the residue; they are most nutritive, and this has been accomplished by first taking the extractive principles by the Liebig process (which is akin to home-made beef tea) and then adding albumen and fibine, procured from the flesh of other oxen roasted and finely ground to powder; the combination is bovril. [187c]

BARON LIEBIG,
Discoverer of Liebig's Extract, in
The Lancet, Nov. 11, 1865.

BOVRIL

Was invented to realise Baron von Liebig's

desire for a meat food that would contain not only the stimulating properties of flesh

—as all Meat Extracts and Beef Teas do—but also the nourishing properties of flesh,

Intimations.

PYROLA,
PYROLA,
PYROLA.

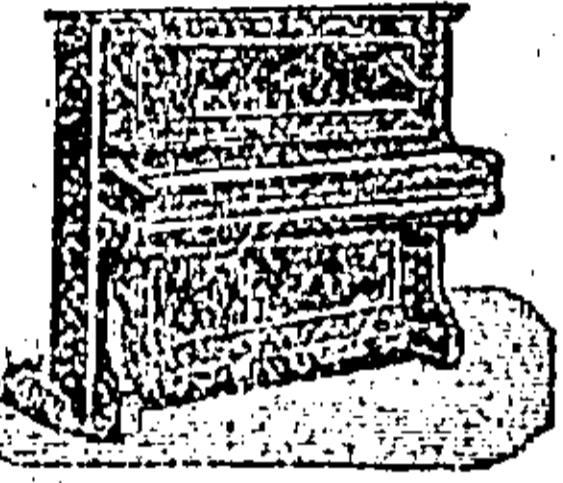
PERFUME
OF
EXQUISITE
FRAGRANCE.

WATKINS,
LIMITED.

Chemists and Perfumers.
No. 66, Queen's Road, Central.

Hongkong, 1st October, 1901.

THE
ROBINSON
PIANO CO., LIMITED.



BEST VALUE IN
PIANOS.
MONTHLY PAYMENT
SYSTEM.
Hongkong, 19th August, 1901.

KELLY &
WALSH, LTD.
LATEST COLONIAL
LIBRARY \$1.50 EACH.
John Topp, Pirate by Weatherby Chesney.
Mountains of Necessity, by Hester White.
Forest Folk, by James Prior.
The Death of the Gods, by Dimitri Merejkowski.
The Octopus, by Frank Norris.
On the Other Side of the Latch, by Sam Jeannette Duncan.
Marryables' Magnificent Idea, by H. Constable.
The Snakes of the World, by Hamilton Aids.
The Master Sinner, by a Well Known Author.
Great Battle of the World, by Stephen Crane.
Severance, by Thomas Cobb.
Hongkong, 22nd October, 1901.

A. CHEE & Co.
17A, Queen's Road, Central.
ESTABLISHED 1859.

FURNITURE DEALERS:
IMPORTERS OF EUROPEAN GOODS OF ALL KINDS;

Silver Plated, Glass and China Wares, Iron Bedsteads and Mattresses; Cutlery and Dinner Services; Cooking Ranges and Kitchen Utensils, Aspinal's Enamels, &c., &c.

Our store is situated between the Principal Banking Institutions and Hotels in Hongkong.

Hongkong, 25th July, 1901.

THE
ROBINSON PIANO COMPANY, LIMITED.

BANJOS, MANDOLINES
AND GUITARS,
AT
COST PRICE
TO CLEAR PRESENT STOCK.

Hongkong, 3rd October, 1901.

DRESSMAKING.

Having secured the services of a high-class London dressmaker, we beg to announce that this department will be open to receive orders on or before the 15th of November, 1901.

Style, cut, workmanship, and fit. Further particulars through this paper.

WILLIAM POWELL, LIMITED.

To-day's
Advertisements.

E. STEAD R.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by PUBLIC AUCTION, on TUESDAY and WEDNESDAY, the 29th and 30th October, 1901, at 10 A.M., at H.M. NAVAL YARD, SUNDRY NAVAL AND VICTUALLING OBSOLETE AND CONDEMNED STORES.

Comprising:-

OLD IRON, PAPER STUFF, RAGS, CANVAS, CLOTHING, IMPLEMENTS, &c., &c., &c.

THE VICTUALLING STORES will be sold on TUESDAY, 29th, and the NAVAL STORES on WEDNESDAY, 30th instant.

TERMS OF SALE:-As customary.

HUGHES & HOUGH,

Government Auctioneers.

Hongkong, 22nd October, 1901. [1144c]

NOTICE.

CAKES! CAKES!

H. RUTTONJEE, of D'AGUILAR STREET and Kowloon, notify they are now making their celebrated BHAGAT CAKES.

The Finest AUSTRALIAN BUTTER only used.

A Trial of these CHRISTMAS SPECIALTIES is solicited.

H. RUTTONJEE,
No. 5, D'AGUILAR Street,
and
Elgin Road,
Kowloon.

Hongkong, 22nd October, 1901. [1145c]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW AND AMOY.

THE Company's Steamship.

"THALES,"

Captain Robson, will be despatched for the above Ports, on THURSDAY, the 24th instant, at Daylight.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co.,

General Managers.

Hongkong, 22nd October, 1901. [1145c]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

TRANS-PACIFIC SERVICE

TO VICTORIA (B.C.) SEATTLE, AND

TAACOMA.

THE Steamship

"OOPACK,"

Tons 3,883, Commander J. Barber, is due here on 4th November, and will have quick despatch.

For Rates of Freight and further Particulars, apply to

JARDINE, MATHESON & Co.,

Agents.

Hongkong, 22nd October, 1901. [1147c]

To-day's
Advertisement.

COMPAGNIE DES MESSAGERIES

MARITIMES.

PAQUEBOT-POSTE FRANCAIS.

NOTICE.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,

COLOMBO, BOMBAY, ADEN, EGYP-

MARSEILLES, MEDITERRANEAN

AND BLACK SEA PORTS,

LONDON, HAVRE, BORDEAUX;

ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 4th November, 1901,

"SALAZIE" Captain Auber, with Mails,

Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via BOMBAY.

This Steamship connects at COLOMBO with

the s.s. "Armand Behri," which vessel takes on

the Passengers and Mails leaving that Port on the 16th November, Direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon;

Cargo will be received on board until 4 P.M.

Specie and Parcels until 3 P.M. on the 3rd November. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

1. DE CHAMPMORIN,

Acting Agent.

Hongkong, 22nd October, 1901. [1144c]

NOTICES TO CORRESPONDENTS.

IT is requested that all communication relating to Subscriptions, Advertisements, &c., be addressed to the Manager, *Hongkong Telegraph*, and not to the Editors.

Letters on Personal matters to be sent to "The Editor" and not to "Editorial Department."

Communications intended for publication must be accompanied by the name and address of the writer, not necessarily his publishers, but as evidence of good faith.

With the exception of *Hongkong Telegraph* will always be open for the fair discussion, by correspondence, of all questions affecting public interest, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

Intimation.

A. S. WATSON & Co., LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

SHERRY.

Per Case 1 dozen.

A.—SUPERIOR PALE DRY,

Dinner wine, Green Seal Capsule

— \$10.80

C.—MANZANILLA, PALE

NATURAL SHERRY, White

Capsule 12.00

C.C.—SUPERIOR OLD PALE

DRY, NATURAL SHERRY, Red

Seal Capsule 12.00

D.—VERY SUPERIOR OLD

PALE DRY, choice old wine,

White Seal Capsule 14.40

E.—EXTRA SUPERIOR OLD

PALE DRY, very finest quality,

Black Seal Capsule (Old

Bottled) 20.40

F.—LIGHT DRY

..... \$17.00

SOLEERA

..... 25.00

VERY PALE DRY

..... 25.00

FULL GOLDEN

..... 30.00

PALE DRY NUTTY

..... 32.00

FINE OLD BROWN

..... 42.00

BIRTH.

On the 20th instant, at No. 10, Seymour

Terrace; the wife of CHAS. H. LAMMERT, of

a son. [1146c]

MARRIAGES.

On the 26th September, by licence, in St.

John's Church, Upper Norwood, by the Rev.

Edward Ram and the Rev. Ralph Ram,

EDWARD ALBERT RAM, of Hongkong, son of

James Ram, of Upper Norwood, to MABEL

ZOE, daughter of Frederick Topham, of South

Norwood Park. [1143c]

Richards—Coutts Fowles.—At the Church of

the Annunciation, Bryanston-street, W., CAPT.

B. O. RICHARDS, Worcester Regiment, to

MARJORIE MARY COUTTS FOWLES.

1143c

The Hongkong Telegraph

HONGKONG, TUESDAY, OCTOBER 22, 1901.

NOTES AND COMMENTS.

Stead on the Warpath.

Mr. W. T. STEAD and his following of pro-Boers continue to make asses of themselves upon every possible occasion. The Universal Peace Conference, which apparently exists for the object of forcing everybody else to crawl to anyone who has an impudent demand to make, held a meeting the other day at Glasgow, and of course

Mr. STEAD went there and said a great many childish things about the South African War and his "Brother Boers."

Among other things he said that they (the Peace Party) would not have the courage of a mouse if they did not say "Damm, damn, damn!" to those who were carrying on the South African war. Another gentleman said he was ashamed of his country only it was dangerous to open one's mouth.

We quite agree with this, especially if he wants to adopt Mr. STEAD's tactics. It is hardly to be supposed that Mr. STEAD and his miserable following will be allowed to walk about the streets shouting "Damm, damn, damn!" and unless they adopt these tactics we don't see how Mr. STEAD's proposal is to be carried out.

It would certainly be amusing to see Mr. STEAD and his followers standing in front of the War Office or the Houses of Parliament and shouting their new war cry, but as the gentleman quoted above says, it is dangerous for them to open their mouths, especially when they are going to let such very wicked words drop out.

The best thing Mr. STEAD could do would be to go and join his "Brother Boers," where he could damn as much as he pleased. People are getting a trifle sick of his silly sentimental and treasonable talk.

In any other country than England he would have been given notice to quit long ago. No amount of damning on his part will alter matters and he might save his breath for prettier words. Foul language from an old man with one foot in the grave is fit subject for pity, and we do not wonder that the *Daily Graphic* describes his latest outburst as "an indecent exhibition."

MONS. HENRI GILBERT THE GLOBE TROTTER.

The above is surely a misnomer, although that is what Monsieur Henri Gilbert calls himself, because the distance travelled and the weight carried would bar trotting and the journey must have devolved into a go-as-you-please. In the early part of 1895 Mr. Gilbert was in Paris representing *La Dépêche*, and made an extraordinary wager to walk round the world. The conditions were that he should accept no help and only receive money that he earned by lecturing &c, and when taking a steamer should work his passage. He started on February 5th from Paris and his preliminary canter took him south to Spain whence he worked his way to Algiers and trotted through Tunis and Egypt to Palestine visiting the various points of interest en route. Shipped to Fremantle, West Australia by the S.S. *Saladin* and started port boats for Adelaide, South Australia; Mr. Gilbert experienced the greatest hospitality while humping barge in Australia and his amateur sun-downer arrived safely at Adelaide after crossing a desert that Sir John Forrest, the late premier of W. Australia, was made F. R. G. S. for. Mr. Gilbert carried on, visiting Melbourne, Sydney and Brisbane and went through Kanakaland to Port Darwin and came to Hongkong. Up to the present 31,654 miles have been negotiated and in the meantime the traveller met his present wife, the daughter of the well known viticulturist of Roma, Queensland. Mrs. Gilbert has accompanied her husband for the latter part of the journey, her record standing at 1,052 miles and naturally feels a little tired after the stroll. Mr. Gilbert intends to give a lecture before proceeding and feels almost within sight of home as he only has to walk through China and Japan, incidentally crossing America, and so to London and Paris.

TROUBLE IN GANTON.

A syndicate of influential Chinese resident in Canton have evidently taken a leaf out of Hongkong's book in as much as they wished to reclaim a portion of the Canton River just above Shamian at a cost of 400,000 dollars. They petitioned the Viceroy and obtained his permission and started the work. They were not allowed to proceed very far before the leading merchants in the fish market, commenced to very strongly object, as the reclaimed ground is in front of the market, and, forming themselves into a body who agreed to act in unison shut off the supply of fish for Hongkong. Fortwo days no fish were shipped, when the Viceroy stepped in and arrested the ring-leader and eleven of the subordinates and put them in gaol. The work is now going on but it is rumoured that one of the largest European shipping firms in the East, is in treaty for the major portion of the ground.

COCHRANE STREET COLLAPSE.

THE RECENT PROSECUTION SENTENCE. At the Police Court this afternoon Mr. Halifax gave his decision upon the cases heard on Saturday in which Chan Jun Cheong, the owner of Nos. 32 and 34, Cochrane Street, and Pun Wo, trading as Wu Ki, the contractor, were charged at the instance of the Public Works Department with various acts and omissions under the Building Ordinance, 1889. Mr. Halifax said:—It only remains to impose penalties in this case. Chan Jun Cheong is fined \$5 on each charge, and as there are ten charges it amounts to \$50, and Pun Wo is fined \$5 on each charge, and as there are nine charges it is \$45. The alternative is a month's imprisonment for each charge.

OUR LONDON LETTER.

THE GERMAN MANOEUVRES.

(From Our Own Correspondent.)

LONDON, September 19th. The full report just to hand of the German Army Manoeuvres has sent a smile over the collective face of London, a smile which in military circles almost broadens into a grin, as they remember the scathing contempt so freely poured by German critics upon our troops in South Africa. The biter now finds himself somewhat severely bitten, by the incompetence which the "perfectly trained" Prussian officers displayed in the handling of their incomparable machine. The Kaiser is grievously disappointed, the foreign critics not a little surprised. The German artillery and half the flower of the cavalry failed conspicuously, both in strategy and tactics. No one, whether soldier or civilian desires to comment ungenerously on the blunders made, for we have learned by bitter experience the humiliation of mistakes, and thus know the smart too well to willingly add to it in the case of another, but there is a very general sentiment that the Germans will now be well advised in moderating the language they have allowed to become habitual when criticising British Army matters. Evidently our officers are not the only ones liable to error.

Mr. Hales, who went through the South African War as Correspondent to the *Daily News*, and who was more than once blamed for the sharpness of his criticism on our military movements, remarks in the course of his article to-day:—

"To me it seems that Lord Roberts has no equal as a tactician (hero), and General French no equal for resource as a cavalry operator. The Germans continually ask why we have not won Africa in two years. If to-day's exploits are a fair criterion of their military genius, Germany could not win Africa in two centuries."

Scouting parties were next door to useless. They displayed no talent for that class of work, exposing themselves foolishly on the sky-line, and taking no cover. The worst exhibition in

scouting I ever saw in Africa was not near y so devoid of intelligence and initiative." Speaking of the artillery practice, the correspondent observes:—

"If the German gunners did not fight so per cent better than they did to-day, the Boers would capture every gun they sent into the field." The doings of the cavalry, who galloped knee to knee across acres of ploughed land, hereby exhausting the horses, and losing their sting and fire before coming within reach of their objective, were equally infamous. In magnificent array, and in close formation, they charged into batteries of quick firing guns, which would, had they been shotted, and not blank, have swept the saddles bare in a few rounds, and reduced that glorious cavalcade to a human shambles.

CZAR AND KAISER.

The visit paid by the Czar on his way to France to the Kaiser, passed off satisfactorily. It is understood, (but whether the statement emanates from journalistic imagination, or from reliable official sources, I cannot say), that an agreement was arrived at between the two Sovereigns and their respective ministers, which precludes the probability of European war, for at least ten years. It is, I believe, authentic at least that the Czar remarked to King Edward that he hoped all mistaken conceptions respecting his visit to France would be corrected by his friendly meeting, first with the English, and then with the German monarch,—the only two who could possibly read a menace to themselves in the Dual Alliance.

RE-ARMING ENGLAND.

There is no anxiety in England on the subject, for the specific intentions of the Czar are appreciated, nevertheless it is instructive to learn that by the end of this week, the last of that obsolete artillery with which we have hitherto armed the Thames defences, will be replaced. Much of this work is already done and the new guns compare favourably with the best heavy ordnance of the Continent, both in respect of velocity and precision. Two hundred muzzle loaders have been moved since last Friday, and the new artillery put into place. The process is to be extended all round the coast of Great Britain, which may perhaps be taken as a first instalment of a policy to properly equip the seaboard defences throughout the Empire. In this case, Hongkong would probably receive active consideration next after Malta and Gibraltar.

The report of the Umpires in the

CHANNEL NAVAL MANOEUVRES

has just been published, in consequence probably of the criticism of the *Times* on the official statement that this document would be treated as confidential. Although, as has been mentioned in a previous letter, X fleet was intended to be victorious, it is impossible to believe that such complete misfortune as overtook the defenders was ever contemplated. A single fact suffices to make other comment superfluous, except of course for the expert. X lost five cruisers and six destroyers altogether, had only three temporarily disabled, and won every action. The defenders' total loss works out at 48 vessels put out of action altogether, including the ships in the Fleet action, sunk surrendered or (hopelessly disabled) besides a considerable number damaged.

To-day the military celebrations of

ALFRED THE GREAT. being at Winchester, with the unveiling of Mr. Thorneycroft's colossal bronze statue. The figure, which is a magnificent work of art, stands on a granite pedestal in an excellent and commanding position. The king, in the crowned helmet of the time, is represented standing, his left hand resting on a Saxon shield, while his right he grasps by the blade a cross-hilted sword, so that the emblem of the Christian faith rises above his own head. The face, full of nobility, and of virile beauty, follows the portraits of tradition. Winchester was chosen for the erection of the statue and for the chief celebrations, because it was in that city that the great king held his court, and whither his remains were transferred from Athelney when the Abbey was first built. Delegates are attending the festivities from all Universities, and learned Societies of Great Britain, the Colonies and America, and the programme includes the exhibition of relics, lectures on the period, recitals and so forth. The most interesting of the treasures (which have been temporarily on view in the Central Saloon of the British Museum) is the King's will, which has all the appearance of a book, despite the fact that in those days legal preambles and circumlocutions were not. Unfortunately the visitor is not permitted to handle the volume, and I am therefore unable to satisfy curiosity as to how the great king divided up his personal effects! Although the public generally acquiesces in the remark of Dr. Garrett at the unveiling of a London memorial—that Alfred the Great and Queen Victoria were the only two English monarchs worthy of unreserved admiration in every aspect, it cannot be said that any popular enthusiasm is being evoked over the millenary. Scientists, men of learning, and antiquarians are interested, but the bulk of the people remain indifferent to the subject.

ALIEN IMMIGRANTS

form an even more serious and difficult question, but those who have never lived in Australia, require to realize that on this subject there are two entirely different parties sailing under the "White Australia" flag: (1) The people who have seen the horrors of the Queensland "back" settlements, know the hideous moral results attending a considerable influx of coloured labour into a district sparsely inhabited by whites, and who desire, at all costs, to preserve the country from a generation of Eurasians and half-breeds: (2) The Extreme Labour Party, who wish to exclude all immigrants, white or yellow, in order that wages may be kept at the existing rate. It is the members of this section, who are now embarrassing Mr. Barton by their vehement objection to the education test, which could not shut out Englishmen, and would not probably, reduce to any appreciable extent, the advent of Scandinavians, Germans, and other Europeans, whose labour would be of incalculable value to a land crying out for men to develop its great resources. In England there is a disposition to condemn the whole agitation as unreasonable, simply because this noisier section, which objects to all immigrants as such, is confounded with the party who merely wish to bar the ports of their native land, to undesirable, i.e., coloured aliens. The whole subject is, of moment to Hongkong, because upon it, to so large an extent, depends the attitude of Japan towards British interests in the East.

AUSTRALIAN AFFAIRS

are before the public at present—the Shipping Bill, Commonwealth Defence, and Alien Immigration Legislation.

The assumption that the shippers of the world will submit to the control or inquisition of a board of threeustralians, conversant with but one aspect of the interests involved, is so ludicrous as not to be worth troubling about in the opinion of London Companies. Seeing that not the most influential board which could be constituted in London, would dream of arrogating to itself such claims as the bill puts forward for the unknown dominion of the Federal Government, it becomes obvious, without the need of argument or agitation, that the tremendous scope of the Australian proposal defeats its own

COTTAM & Co. for EVENING DRESS SHIRTS.

COTTAM & Co. for SILK SOCKS and PUMPS.

ends, by a *reductio ad absurdum*. Although no one takes this particular project seriously, I incline to think, that presently land in a more modified form, some effort at acquiring a measure of control over shippers will undoubtedly be made. For years past the Labour Party in the various States has been working to undermine the P. & O. Co., by depriving it of the mail contract, on the ground that Lascars are employed as crew. These natives, it is true, do not land, but their wages are lower than would be offered to whites, and the Labour Party as such, devotes its whole energies to keeping up wages, regardless of wider and deeper national interests. The P. & O. Co. is of course in no danger of losing the contract, seeing that no other line could compete with it, and a fortnightly service only is not to be contemplated; but the sentiment of the Labour party which has made itself felt in anti-Federated days, must be recognized as a factor in the future legislation of the Commonwealth; the more so, in that the Federal Parliament it is represented in disproportionate strength. Moreover, though there is no whisper of it in London, reliable information from Australia confidently predicts the

DOWNFALL OF MR. BARTON

before Christmas. Able man as the Premier undoubtedly is, he is not very successful in balancing State and Commonwealth interests to the satisfaction of his mixed following. The twenty, or so Victorians who sit behind him, form the real backbone of his party, and he has offended them over the matter of the "Allowances" which N.S.W. Federal officials claimed in addition to their salaries. This custom of granting weekly expenses varying in amount from two guineas upwards to all who serve the State, has been long established in Sydney, where the Civil List is not published, but Sir George Turner refused to sanction the establishment of the pernicious custom among Federal Civil servants. The matter is now settled in accordance with the views of the Treasury, but not until the Victorian members had expressed themselves strongly on the subject. This is but one occasion out of many, on which Mr. Barton has somehow lost touch with some section of his followers, and the result is that his position now is very much less assured than it was in the first instance. The great skill which Mr. Reid has shown in his leadership of the Opposition, has tended by comparison, to detract still further from the parliamentary reputation of the Premier.

THE DEFENCE PROPOSALS

of the Commonwealth Government, of which an outline only has been so far received, are awaited with much interest. Before the Transvaal War, the Australian Land Defence Establishment included roughly 35,000 of all ranks divided as follows:—

Regulars	1,600.
Militia	15,000.
Volunteers	18,000.

of whom the great majority were garrison artillery. This small force lost the greater part of such value as it possessed, by reason of the fact that it was split up into State armies, having no common organization, or supreme authority—half a dozen mutually independent units. Queensland was always the most military colony, for the local law included every male, between the age of 18 and 60, in one of the three lines of reserves liable to be embodied in emergency. Apart from this there was two years ago, in Queensland a Defence force numbering 17,260 or about half the whole Australian army, of which 260 were regulars, 2,000 militia—paid for each day's drill put in above the minimum enforced—and the remainder Volunteers. Now however, there is to be one Federal Army, of which Major-General Hildyard has been offered, and will probably accept, the command—and the question appears to be, how far can Australia provide a force sufficient for her needs without anything approaching conscription? Compulsory service, it is needless to say is not at present contemplated by the authorities, but the Federal Cabinet is in favour of legislation which shall empower the Government in time of stress, to call up and train a considerable proportion of citizens. A law on the lines of our own Militia Bill, but modified of course to suit Colonial requirements and habits would appear to meet the case, but the Labour party is prepared to resist strenuously anything even remotely resembling compulsion.

ALIEN IMMIGRANTS

form an even more serious and difficult question, but those who have never lived in Australia, require to realize that on this subject there are two entirely different parties sailing under the "White Australia" flag: (1) The people who have seen the horrors of the Queensland "back" settlements, know the hideous moral results attending a considerable influx of coloured labour into a district sparsely inhabited by whites, and who desire, at all costs, to preserve the country from a generation of Eurasians and half-breeds: (2) The Extreme Labour Party, who wish to exclude all immigrants, white or yellow, in order that wages may be kept at the existing rate. It is the members of this section, who are now embarrassing Mr. Barton by their vehement objection to the education test, which could not shut out Englishmen, and would not probably, reduce to any appreciable extent, the advent of Scandinavians, Germans, and other Europeans, whose labour would be of incalculable value to a land crying out for men to develop its great resources. In England there is a disposition to condemn the whole agitation as unreasonable, simply because this noisier section, which objects to all immigrants as such, is confounded with the party who merely wish to bar the ports of their native land, to undesirable, i.e., coloured aliens. The whole subject is, of moment to Hongkong, because upon it, to so large an extent, depends the attitude of Japan towards British interests in the East.

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COTTAM & Co. for SILK SOCKS and PUMPS.

Auction.

SALE BY PUBLIC AUCTION

IN

ONE LOT

OF

VALUABLE LEASEHOLD PROPERTIES

at the Peak, Victoria, Hongkong, registered

in the Land Office as Rural Building

Lots Nos. 15 and 104,

on

MONDAY, 28th OCTOBER, 1901,

at 3 o'clock P.M.

By Mr. H. N. MOYD, at his OFFICE.

Known as STOKES BUNGALOWS, EAST and WEST.

Plans, Particulars and Conditions of Sale

may be seen at the Office of

Messrs. DEACON & HASTINGS,

10, Queen's Road Central,

or of the

AUCTIONEER.

Hongkong, 17th October, 1901. [1130c]

[1130c]

Auctioneers.

CHINA TRADERS' INSURANCE CO.,

LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTY-FIFTH ORDINARY

MEETING of SHAREHOLDERS in

the above Company will be held at the HEAD

OFFICE, Victoria, Hongkong, on TUESDAY,

the 12th November, at TWELVE O'CLOCK

NOON, for purpose of presenting the Report of

the Directors and Statement of Accounts to

the 30th April last, and of declaring Dividends.

The TRANSFER BOOKS of the Company will

be CLOSED from the 30th instant to the

12th November, both Days inclusive.

By Order of the Board of Directors.

W. H. RAY,

Secretary.

Hongkong, 21st October, 1901. [1141c]

[1141c]

THE PUMJOM MINING COMPANY,

LIMITED.

CONSEQUENT upon the new and satisfac-

tory developments at the Mines, and the

necessity for a Tramway, Trucks, and Acces-

sories in the immediate future, the Directors

have resolved to make the FINAL CALL of

ONE DOLLAR per Share, and accordingly

Notice is hereby given that at a Meeting of the

Board of Directors of the Company, held at

the Company's Office, No. 13, Beaconsfield

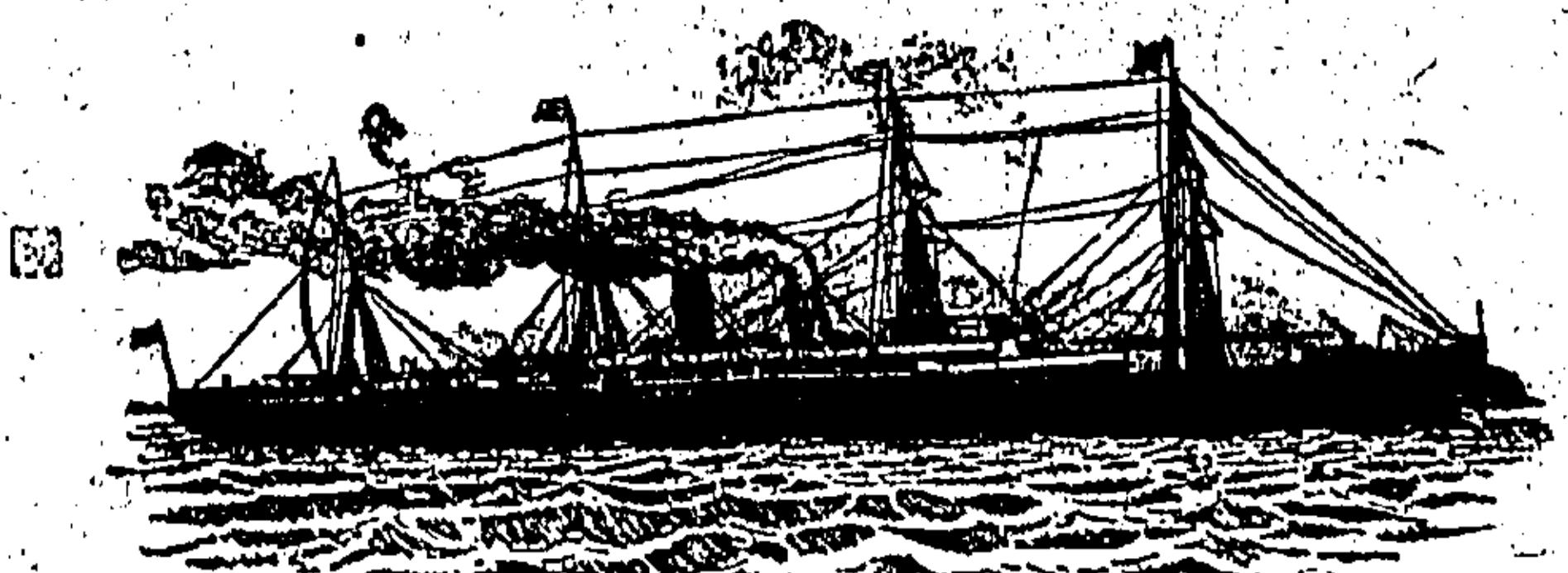
Arcade, Victoria, Hongkong, on MONDAY,

the 14th October, 1901, the following RESO-

UTION was passed.

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG.

"DORIO" TUESDAY, 29th October, at Noon.
 "PERU" TUESDAY, 12th November, at Noon.
 "COPTIC" WEDNESDAY, 20th Nov., at Noon.
 "CITY OF PEKING" SATURDAY, 7th December, at Noon.
 "GAELIC" SATURDAY, 14th December, at Noon.
 "CHINA" TUESDAY, 31st December, at Noon.

THE O. & O. Company's Steamship "DORIO," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 29th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £1 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 p.m., the day previous to sailing. Parcel Packages will be received at the Office until 4 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

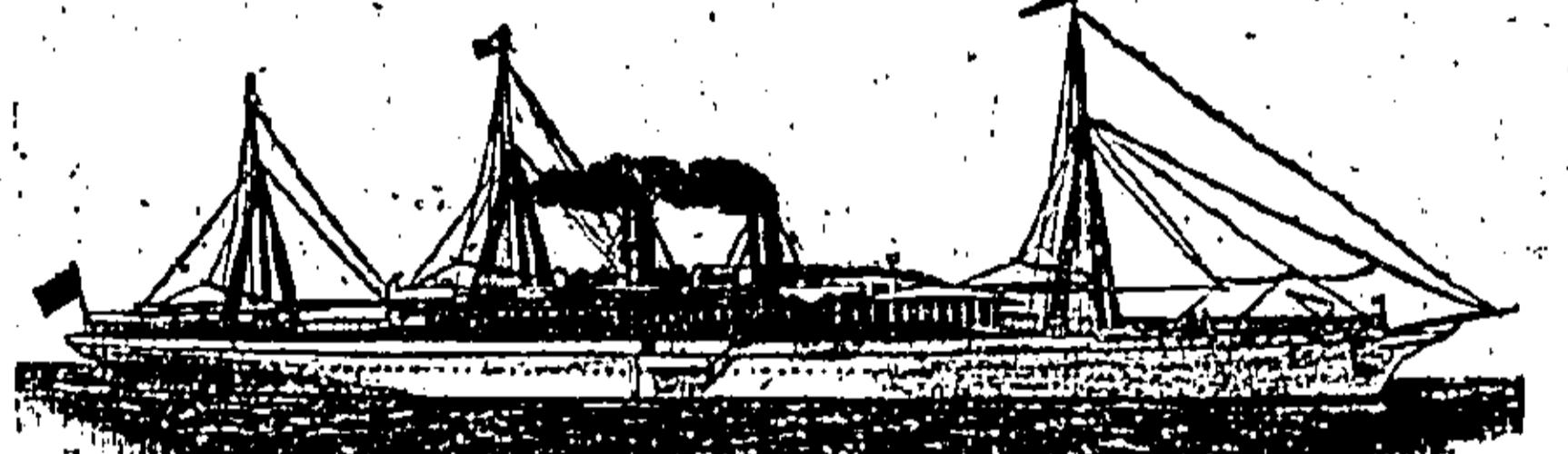
Cosmopolitan Invoices to accompany each shipment of cargo or parcel (valued at \$100. Gold or over) destined to Points, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY,
Acting Agent.

Hongkong, 21st October, 1901.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY SPEED PUNCTUALITY.
 THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
 AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPERESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 23rd October.
 EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 20th November.
 EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R...WEDNESDAY, 18th December.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BURTON, General Agent, Pedder's Street.

Hongkong, 30th September, 1901.

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRAUDTAMPFER DIENST.

(Taking Care at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LIEGE, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.
 BAMBERG HAVRE and HAMBURG 2nd Nov. Freight.
 Zurhosen (Calling at SINGAPORE and COLOMBO).
 SEGOVIA HAVRE, BREMEN and HAMBURG 10th Nov. Freight.
 Fonck (Calling at SINGAPORE and PENANG).
 MAREBURG HAVRE and HAMBURG 30th Nov. Freight.
 Zacharias (Calling at SINGAPORE and COLOMBO).
 SUEVIA HAVRE and HAMBURG 14th Dec. Freight.
 Bork (Calling at SINGAPORE and PENANG).
 NUERNBERG HAVRE and HAMBURG 28th Dec. Freight.
 Mayer (Calling at SINGAPORE and COLOMBO).
 SERBIA HAVRE and HAMBURG 1st Jan. Freight.

For further Particulars, apply to HAMBURG-AMERIKA LINIE.

HONGKONG OFFICE
No. 1, Queen's Building.

Hongkong, 10th October, 1901.

Insurances.

"Strongest in the World."

THE EQUITABLE
SURPLUS.

is a mighty anchor that guarantees the security of every Equitable contract. £13,728,577 is the largest surplus fund ever accumulated for the benefit of policy holders. Could you have a better guaranteed back of the policies that are going to mature in 15, 20 years hence?

The
Equitable Life Assurance
Society.

F. KIENE,
Manager,
Hongkong.

Hongkong, 8th October, 1901.

1995c

R. W. F. BAND v. HONGKONG
POLICE.

The following Cricket Match took place at the Happy Valley on the 10th instant between teams representing The Band, R. W. F. and the Hongkong Police, and after a most pleasant game resulted in a win by the Band, by 14 runs. The following are the details:

THE BAND R. W. F.

Staford Bowled Lander 15
 Waterson do do 14
 Frecus do do 4
 Thompson do Reynolds 1
 Sergt Adams Caught Langley do 0
 " Hunt Caught Pitt do 3
 White do Langley 18
 Andrews Caught Wade do 7
 Gregamy Bowled Lander 0
 Eynott Not out 20
 Bolstridge Caught Dessey Lander 8
 Eyes do 1

H.K. POLICE.

Brown Caught White Stafford 5
 Desseney L. B. W. Eynott 7
 Reynolds Caught Bolstridge Stafford 4
 George Bowled Grimes 24
 McHardy Caught Eynott Stafford 4
 Langley Bowled White 6
 Lander Caught Thompson do 4
 Pitt Andrews ... do 12
 Withers Not out 1
 Wade Run out 1
 Quinn's Caught Andrews White 6
 Eyes do 1

JERRY-BUILT JINGLES.

(SECOND-HAND MATERIALS USED ONLY.)

[BY THE TELEGRAPH L.Y.R.E.]

N.B.—The Editor does not hold himself responsible for either fact or fiction emanating from the pen of the L.Y.R.E.

THE MENDING OF THE WAYS.

Sir Henry Blake, G.C.M.G., By the nine Gods he swore, That Hongkong ricksha riders Should jolted be no more: By the red tape he swore it, And called for a report Upon the Staff of Public Works, Of every rank and sort. East and West and South'nd North The messengers rush forth, The Public and the local press Record Sir Henry's wrath: Who lingers by the way, When Governor Sir Henry Blake Our roads proceed to lay. The Overseers and Engineers Are pouring in a main, From many a jerry-building job. And evil-smelling drain, Which, hid by land reclaimed, For stinks that smell like the mouth of Hell Has made our Island famed.

From Governor's Peak Residence, Which looks across the sea, Built by the hands of Mossop For bold Sir Henry B.; From cracked and crumbled Cochrane Street, Where searsome Jukongs hear The cry of buried innocents Rise in the midnight dear.

From the site of lordly Law Courts (As yet we've but the plans), From Tytan's limp waters Retained by granite dams, From where Clarkie's dustboats wander Polluting Tsia Wan's tide, To hear Sir Henry chide.

But Sir Henry's brow was sad, And Sir Henry's speech was low, And darkly looked he at the road; And scratched it with his toe.

"The Sanitary Engineer Will soon be here," quoth he, "And if he once should see these roads He'll damn 'em, you will see!"

Then out spake Stewart Lockhart, He of the hairless pate,

"To every man upon this earth Death cometh soon or late, And how can a man die better Than chipping granite stones, To make our roads less jolting To his friends' vertebral bones?"

"Lay down the roads, Sir Henry, As quickly as ye may; I, with some men to help me, Will roll them every day.

On you rough roads a thousand May meet an early grave, But I, with Chinese labour, will contrive our streets to pave!"

Thus spake the mighty Lockhart, With hands raised to the height, Then rushed upon those city streets And stamped with all his might His feet, like mighty hammers, Crushed in the granite chips.

And cyclists pedalled smoothly by With blessings on their lips.

Thus were our bad ways mended By Lockhart, G.C.M.G., And many marvelled at this feat, Performed by feet, you see.

And Lockhart's fairy footprints, Baked when the mud got dry, You'll see impressed in Hongkong streets, To witness if I lie.

TO LET.

NOS. 1 to 5, STEWART TERRACE—THE PEAK.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 31st July, 1901.

1996c

SIX SEMI-EUROPEAN HOUSES; Nos. 20/25, PO HING FONG.

Apply to CHAU CHEUK FAN, No. 8, Queen's Road West.

Hongkong, 16th October, 1901.

1996c

TO LET.

GODOWN—No. 5A, DUDDELL STREET.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 31st July, 1901.

1996c

TO LET.

TWELVE EUROPEAN HOUSES; Nos. 14, 18, 22, 26, 28, 30, 34, 36, 38, 42, 44 and 46, LEIGHTON HILL ROAD.

Apply to THE HONGKONG & KOWLOON LAND & LOAN CO. LTD.

No. 8, Queen's Road West.

Hongkong, 4th October, 1901.

1996c

TO LET.

A HOUSE in RIPPON TERRACE.

"THE RETREAT," MOUNT KELLETT.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 31st July, 1901.

1996c

TO LET.

NOS. 3 and 6, ORMSBY TERRACE,

—Apply to PUN HUNG,

85, Queen's Road Central.

Hongkong, 5th October, 1901.

1996c

TO LET.

NOS. 1 to 8, WILD DELL, WANCHAI ROAD.

Apply to SANG KEE,

388, Des Vaux Road Central.

Hongkong, 1st November, 1901.

1996c

TO LET.

GIRALD'S FRESH GOODS by every MAIL.

When the cyclist mends his puncture,

And trims his lamp anew,

When the amah dams the stockings,

And the coolie blacks the shoe,

With weeping and with laughter

Still is the story told,

How Stewart Lockhart smoothed the roads

In the brave days of old.

QUEEN VICTORIA MEMORIAL FUND.

CHINESE SUBSCRIPTION LIST.

Already acknowledged, \$38,097

Wing Sing Shun 30
 Wing Cheong Loong 30
 Kwong Wing Shing 25
 Kwong Yat Loong 20
 Yu Hing Tai 20
 Sincere & Co. 20
 Wah Yu Shing 20
 Wing Sang Loong 20
 King Yuen 20
 Kim Cheong 20
 Kwong Fung Loong 10
 Cheung Fat 10
 Yu Cheong Loong 10
 Fook Wo Tai 10
 Shun On Wing 10
 Kwong Tung Tai 10
 Yu On Wo 10
 Chin Cheung 50
 Ying Fat Cheung 50
 Lai Wo 15
 Sui Wah Hin 15
 Sui Wo Cheung 15
 Tsun Fung 15

Tack Cheong Loong	20
Lai Hop Yuen	30
On Fat Wing	20
Yu Cheong Fat	10
Shim Shun Yan	10
Kwong Mow Loong	10
Sien Cheong Wo	10
Tack Wo Cheung	10
Kwong Cheong Yan	5
Fung Tui Chan	5
Tung Cheong Shing	5
Sui On	5
Kwong Jan Tai	5
Total	\$42,065

HOW TO TREAT ANARCHISTS.

A correspondent of a home paper who has come intimately into contact with Anarchists in America writes as follows:

As each successive Anarchist outrage occurs, public opinion expresses itself, as it is now again expressing itself, in the same way, "Reptile," "Miscreant," and all other epithets are flung about as before; and the universal cry is for crushing and repressive measures against the "Monsters of wickedness."

To those who do know the Anarchist, the one thing certain about it is that this public mood, and any action that may come of it, is an encouragement to the madness; and that if our aim is, as assuredly it must be, not merely to express our horror of these events, but to prevent them in future, we shall have to take a very different view and very different action. We must realise the fact that we are not dealing with criminals, but with lunatics; and we must separate our idea of lunacy from any feeling of opprobrium such as would animate us against responsible persons.

What the public apparently will not believe is that the Anarchist does act under a strong sense of duty. But that is the vital fact of the position. It is almost impossible to realise it because most people start by assuming the sanity of the Anarchist, and such a conception of duty is, of course, incompatible with sanity. But it is the fact nevertheless. It has been my lot to be in close personal acquaintance with most of the handful of Anarchists, foreign and native, in England; and nothing is more assured than the fact that in their approval of these outrages these men and women are absolutely sincere, and fully believe that what they are doing is for the good of the race. It is useless to argue with an insane delusion. All that can be done is to recognise it as an insane delusion, and to act accordingly.

Now try and imagine for a moment the effect of the present public mood upon a group of men and women suffering under this delusion. I speak of what I know, for I have seen the effect produced time after time. All of us have a respect for public opinion; but it must be remembered that each of us has his own public. These people, like all other groups of men and women under the influence of a common idea, reasonable or otherwise, form their own public. The public opinion and approval for which they care is that of the Anarchist groups scattered over the modern world, all of which are in constant touch with one another by means of leaflet newspapers, of which no outsider ever hears, and meetings which no outsider attends. The common idea which holds them together is that they are, at serious and earnest war with the governing authorities of all countries. What can be more likely to encourage their madness than to take them seriously as sane enemies of civilisation? That is the very thing of which they are proud. Every epithet thrown at them, every proposal for repressive measures, is taken as a compliment. "We are making ourselves feared; we are hated by our enemies; we are doing well." The Anarchist who happens to be the object of universal execration at any particular moment becomes, by reason of that very execration, the hero of his own insane public. He is the man who has attained fame by the public mood.

If these people were dealt with as they ought to be, I believe that the madness would very soon die out. At present we actually drive weak-minded persons into deeds of outrage by regarding them seriously as sane persons, and treating them to a martyr's crown—for so their public regards the worst we can do them. They should be treated, pitifully, and sympathetically as persons suffering from insane delusions. A small-pox patient is as great a danger to society as an Anarchist with a revolver; but we do not execute him, write him up as a miscreant and a reptile, or hang him if he infects a fellow-creature fatally. That would be just as reasonable as our present treatment of Anarchists. Because their complaint happens to be mental instead of physical we treat it as crime, and thereby provide just that delusion of heroism, in the face of hatred and punishment, which brings other weak-minded persons under the influence of the insane idea. Not the prison, but the hospital and the asylum, is the place for these unfortunate; not harshness or abuse or punishment, but sympathetic care and skilled gentleness of treatment back to reason again, if such cases are indeed curable, is the proper method. Many of them, apart from their one over-powering delusion, are kindly, affectionate, and likeable men and women. If their minds have snapped under the strain of brooding upon one diseased idea of the injustice and misery of the world, surely our duty to them is the same as that which we recognise in the case of other darkened and diseased minds, the duty of asylum and the best available care and treatment.

We used to flog and punish and chain up our ordinary lunatics. Everyone nowadays recognises the folly and cruelty of that and I am perfectly certain that before long we shall recognise the equal folly and cruelty of our present mood to these our unfortunate and unhappy fellow-creatures for whom the pressure and complexity of modern life has proved too much.

G. GIRAULT, WINE and SPIRIT MERCHANT.

Hotels.

GO TO THE
KOWLOON HOTEL,
J. H. DOWNS, Manager. J. W. OSBORNE, Proprietor.

THE BAY VIEW HOTEL.

Very best brands of Wines, Beers and Spirits only kept. Private dinners, a specialty.

Under entirely new management.

J. LACOCK.

METROPOLE HOTEL.
Convenient distance from town, delightful situation.
BOARD AND RESIDENCE.

VISITORS TO SHANGHAI
can obtain Superior Accommodation at Moderate Rates at the

HOTEL METROPOLE,

1, Bubbling Well Road.

Pleasantly situated Opposite the Race Course (One Mile from Bund).

Spacious and well furnished rooms in suite or single. An ideal residence in the hot season. Unexcelled cuisine under the direct personal supervision of the proprietor. Billiard Room, Reception and Private Dining Rooms are replete with every modern comfort. Prompt attention given to all Letters and Telegrams. A representative attends the arrival of all steamers.

C. A. BIDDLE, Proprietor and Manager.

UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:

Ainslie, Mis. Atkinson, J. T. Allard, Rev. T. Alexander, M. R. Augustin, C. A. Aochi, O. A. Anderson, C. M. N. Alexander, Miss Ahamed, A. Aziz Anita, Miss Anderson, H. Arab, N. M. Barnett, F. D. Bracter, H. Burke, Rev. P. C. Berger, L. W. Bonneau, F. Brown, Rev. A. J. Bertram, W. Barnard, Siel Battard, Miss F. Babington, G. N. Brown, S. Barber, Rev. T. S. Beosley, Lt. J. H. M. Baylies, S. F. Bates, Ed. B. D. V., Madame Bernardo, R. L. Baptista, A. M. Barbour, Rev. T. S. Bruce, Mrs. Crammer, R. B. Cavill, Miss A. M. Cruz, C. la Capulone, Emil Clydesdale, Miss M. E. Clarke, Nelson Cestao, A. dos Passos Conaugh, Dr. J. D. Cowie, J. S. Channington, T. C. Carnegie, H. L. Chichester, R. L. Collaco, J. M. J. Caldwell, Miss Carmo, F. Curran, Miss M. Colburn, Geo. Carter, Miss Collinson, W. S. Carvalho, F. A. Dyson, F. W. Dederich, J. Dowglass, M. E. Dir. Gen. Govt. of Ch. R'way, Dr. Dupuy, Dr. Dury, Mrs. Daniell, Joseph. Drakeford, L. H. Esposito, Ernesto Eschauzier, P. Engert, M. Eakin, Miss E. Ewing, Rev. J. C. R. Exelior Emanuel & Co. Eugene, Miss Lulu Eastwood, J. E. Ertell, George Fremont, Alfred Farago, E. Freed, Miss Agnes Flying Jordana Circus Fulton, Capt. A. Farrel, S. Francesco, A. Frend, G. Farrey, J. E. Foronda, Benigno Fremont, Alfred Farago, E. Freed, Miss A. Ford, Mrs. Fornald, Mrs. C. Galbraith, E. Grant, L. M. F. Godricie, W. Girard, August Goetz, Herr Adolf Gibson, G. Gobuna, Pedro Garcia, Mario Girault, WINE and SPIRIT MERCHANT.

G. GIRAULT, GREAT SPECIALIST IN COFFEE Ground or the PREMISES.

G. GIRAULT for the best and GREATEST ASSORTMENT of CONFECTIONERY.

S.S. <i>Hedwige</i>	Surang Hindu.
" <i>Indomene</i>	E. Pugh.
" <i>Indra-avat</i>	A. Devaynes.
" <i>Indra-avat</i>	L. Brandt.
" <i>Indra-avat</i>	Finkirmhomed Tandil.
" <i>Indra-avat</i>	H. S. Clifton.
" <i>Indra-avat</i>	Capt. Quail.
" <i>Indra-avat</i>	Capt. R. Appleton.
" <i>Indra-avat</i>	Leop. Pinter.
" <i>Indra-avat</i>	A. Nane.
" <i>Indra-avat</i>	Herbert Clifton Field.
" <i>Indra-avat</i>	James Crowley.
" <i>Indra-avat</i>	S. Roberts.
" <i>Indra-avat</i>	S. Croft.
" <i>Indra-avat</i>	S. Farrel.
S.S. <i>Yuen-tang</i>	

List of unclaimed Telegrams lying in the Joint Telegraph Companies Offices at Hongkong.

Takmakoff, Tungshenglong, Tungshunter, Vankee, Wingtialoong, Witti, Woocheong, Yawcheong, Yheetsan, Yown, 6003 Yuuenophai, 1,089, 1,459, 1,759, 6,032, 1,123, 0,478, 0,006, 3,470.

1075c]

1076c]

1

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL.
MANILA via AMOY	" SUNGKIANG "	23rd instant.
SHANGHAI	" KALGAN "	25th instant.
TIENTSIN	" KWEIYANG "	9th November.
MANILA	" CHANGSHA "	12th November.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	" CHANGSHA "	12th November.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

OCEAN STEAMSHIP COMPANY.
OUTWARDS.

FROM	STEAMERS.	TO	STEAMERS.	DUE.
GLASGOW and LIVERPOOL	" MACHAON "	23rd October.	" PROMETHEUS "	26th
	" ACHILLES "	6th November.	" GLAUCUS "	13th
	" IXION "	21st		

S.S. "LAERTES" from GLASGOW and SINGAPORE has arrived, and will sail for SHANGHAI, TO-MORROW, the 23rd instant, at Noon.

HOMEWARDS.

FOR LIVERPOOL (DIRECT)	(Taking Cargo at LONDON RATES)	29th Oct., 1901.
" DARDANUS "		29th Nov., 1901.
" IXION "		26th Dec., 1901.
		10th Dec., 1901.

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents, O. S. S. Co.

" SHIRE" LINE.
FOR SHANGHAI AND NAGASAKI.
THE Steamship

" PEMBROKESHIRE" Captain Kennedy, will be despatched for the above Ports, on THURSDAY, the 24th instant, at 3 P.M.

For Freight or Passage, apply to SHEWAN, TOMES & CO., Agents.

Hongkong, 21st October, 1901. [1140c]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at TIMOR, PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

" AUSTRALIAN" Captain Helms, will be despatched as above on THURSDAY, the 24th instant, at 3 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric-light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBR, LIVINGSTON & Co., Agents.

Hongkong, 4th October, 1901. [1101c]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.
THE Company's Steamship

" SUISANG" Captain Tadd, will be despatched as above on FRIDAY, the 25th instant, at Noon.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 19th October, 1901. [1138c]

NIPPON YUSEN KAISHA.

FOR MANILA.
THE Company's Screw Steamship

" YAWATA MARU" (3,873 Tons Gross, Captain A. E. Moses), will be despatched for the above Port, on FRIDAY, the 25th instant, at 4 P.M.

This New Mail Steamer is specially constructed for service in the Tropics, and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewards carried.

For Freight or Passage, apply to A. S. MIHARA, Manager.

Hongkong, 16th October, 1901. [1127c]

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW & AMOY.
THE Company's Steamship

" DAIJIN MARU" Captain T. Ogata, will be despatched for the above Ports, on SUNDAY, the 27th instant.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 21st October, 1901. [126c]

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR ANPING VIA SWATOW AND AMOY.
THE Company's Steamship

" MAIDZURU MARU" Captain T. Saito, will be despatched for the above Ports, on WEDNESDAY, the 30th instant.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 16th October, 1901. [126c]

SHEWAN, TOMES & CO.'S "NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL.
THE Steamship

" ADAM" will be despatched for the above Port on or about the 9th November.

To be followed by the Steamship

" ASAMA" on or about 17th December.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 19th October, 1901. [1210c]

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS

BASTMAN'S KODAK AND FILMS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the best THREE YEARS' guarantee given by every purchaser.

" OCEAN'S ROAD" Watson's Building.

Hongkong, 19th October, 1901. [1210c]

Consignees.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of CARGO per Steamship "DORIC".

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

GEORGE ECKLEY, Acting Agent.

Hongkong, 18th October, 1901. [12]

FROM HAMBURG, ANTWERP, PENANG, AND SINGAPORE.

THE N.D.L. Steamship

" MARBURG."

Captain Zachariae, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co. Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 25th instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, 19th October, 1901. [1137c]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

" SUISANG."

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after Noon, the 23rd instant, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., General Managers.

Hongkong, 19th October, 1901. [1136c]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

" JAPAN."

FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before Noon, TO-DAY.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognized.

H. A. RITCHIE, Superintendent.

Hongkong, 19th October, 1901. [1136c]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

THE P. & O. S. N. Co.'s Steamship

" STRATHGYLE."

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

This Vessel will carry Cargo—

From Venice, ex S.S. Meteovich and Thalia transhipped at Trieste, ex S.S. Imperatrix transhipped at Bombay, ex S.S. Europa.

Optional Cargo will be discharged here, unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 26th instant, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 26th instant, will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.

Hongkong, 21st October, 1901. [1144c]

NOTICE TO CONSIGNEES.

FROM TRIESTE, FLORENT, PORT SAID, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

THE NEW FRENCH REMEDY.

THE P. & O. S. N. Co.'s Steamship

" SUI SANG."

(Lately Practising with Dr. I. SAKATA), DENTIST.

No. 4, Queen's Road Central.

Hongkong, 21st September, 1901. [116c]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

" ANNAM."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London and Havre, ex s.s. Pet Ilo, from Bordeaux, ex s.s. Ville de Lorient and Ville de Marseille, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co. Limited, at Kowloon, whence

SHIPPING REPORTS.

Captain W. H. West, of the steamship *Panarita*, from Wei-hai-wei, reports—Strong N.E. winds all the passage.

Captain P. T. Helms of the steamship *Austral*, from Kobe and Foochow, reports—Moderate N.E. winds and fine weather throughout.

Captain G. H. Bowker, of the steamship *Chrysanthemum*, from Shanghai and Swatow, reports—Fresh N.E. winds; high sea and fine clear weather.

Capt. W. F.akes, of the steamship *Glenogle*, from Manila, reports—Strong monsoon with 100% E.N.E. sea, dull overcast and rainy weather at first, later fine and clear.

Capt. Robson, of the steamship *Thales*, from Swatow, reports—Left Swatow at 5 p.m. on the 21st inst. fresh N.E. breezes fine and clear weather, throughout high N.E.E. sea arrived Hongkong at 9 a.m. to-day.

NOT ANDA.

CALENDAR.

OCTOBER.

Meteorological means based on fifteen years' observations to 1898.

Barometer..... 29.982

Thermometer..... 76.2

Humidity..... 71.

Rainfall..... 5.794

TO-DAY.

WEATHER REPORT.

On sun. On rain. On date at 4 p.m.

Barometer..... 30.08 29.98

Temperature..... 77 77

Humidity..... 58 66

Rainfall..... — —

TO-DAY.

Tuesday, 22nd October, 1901.

Chinese—17th of 9th moon of 27th year of Kuang-ku.

Sun—Rises..... 6hr. 3min.

Sets..... 5hr. 30min.

High water—Morning..... 2hr. 20min.

Afternoon..... 6hr. 6min.

Low water—Morning..... 10hr. 5min.

Afternoon..... 6hr. 45min.

ANNIVERSARIES.

1862—Insurrection in Greece; King Otto deposed.

1869—Prince Alfred arrived at Shanghai.

1871—Sir R. Murdoch died.

1873—Cosmopolitan Dock opened.

1877—O. B. Bradford, U.S. Vice-Consul General in Shanghai, found guilty of breach of trust in opening letters, and sentenced to fine and imprisonment.

1887—Neutralization of the Suez Canal. Death at Saigon, of M. Filipini, Governor of Cochinchina.

1896—Sudden death of Mr. W. R. A. Carew, Yokohama. Piratical attack on a fishing boat near Green Island; one man killed.

TO-MORROW.

Wednesday, 23rd October, 1901.

Chinese—18th of 9th moon of 27th year of Kuang-ku.

Sun—Rises..... 6hr. 3min.

Sets..... 5hr. 20min.

High water—Morning..... 3hr. 5min.

Afternoon..... 6hr. 12min.

Low water—Morning..... 11hr. 40min.

Afternoon..... 13hr. 30min.

ANNIVERSARIES.

1849—58 piratical vessels destroyed by Captain H. Hay and Wilcox of H. M. Ship's *Columbia* and *Fury*.

1856—The Arrow war commenced.

1868—Earl of Derby died.

1876—Dr. Sun Yat-Sen released by the Chinese Embassy in London by order of Lord Salisbury. New Mosque of the Hong-kong Regiment at Kowloon opened.

AGENDA.

TO-MORROW.

Holt steamer *Machau* due from Liverpool.Daylight—O. S. K. steamer *Anping* Maru leaves for Foochow via Swatow and Amoy.Noon—C. P. R. Co.'s steamer *Empress of China* leaves for Vancouver.5 p.m.—C. & M. Co.'s steamer *Perla* leaves for Manila.

SHIPPING AND MAIL NEWS.

MAILS DUE.

American (*Nippon Maru*) 24th instant.English (*Paramatta*) 25th instant.Indian (*Arratoon Apar*) 26th instant.Canadian (*Empress of India*) 29th instant.German (*Sachsen*) 30th instant.German (*Bayern*) 3rd inst.American (*Peru*) 2nd prox.American (*Coptic*) 12th prox.

* * *

The C. & O. steamer *Strathyle* left Manila for this port yesterday, and may be expected here on 24th inst.

* * *

HONGKONG AND WHAMPOA DOCK RETURNS.

Canton River..... at Kowloon Dock.

H.M.S. *Argonaut*..... " "

Elano..... " "

Tsiman..... " "

Emeralda..... " "

SWATOW WEEKLY SHIPPING REPORT.

(October 10th, 1901.)

ARRIVALS.

Date. Vessel. Where from. Agents.

Oct. 12. *Matchew*. Hongkong. B. & S.13. *Thales*. Hongkong. J. M. & Co.14. *Mongkut*. Amoy. B. & S.15. *Elano*. Hongkong. M. & Co.16. *Tsiman*. Hongkong. B. & S.17. *Emeralda*. Hongkong. B. & S.18. *Malta*. Hongkong. B. & S.19. *Wingang*. Hongkong. J. M. & Co.

DEPARTURES.

Date. Vessel. Destination. Agents.

Oct. 12. *Matchew*. Hongkong. B. & S.13. *Wenhwang*. Shanghai. B. & S.14. *Kwangtung*. Amoy. J. M. & Co.15. *Matchew*. Singapore. B. & S.16. *Tsiman*. Singapore. B. & S.17. *Elano*. Singapore. B. & S.18. *Sabahdi*. Amoy. B. & S.19. *Elano*. Amoy. B. & S.20. *Elano*. Amoy. B. & S.21. *Elano*. Amoy. B. & S.22. *Elano*. Amoy. B. & S.23. *Elano*. Amoy. B. & S.24. *Elano*. Amoy. B. & S.25. *Elano*. Amoy. B. & S.26. *Elano*. Amoy. B. & S.27. *Elano*. Amoy. B. & S.28. *Elano*. Amoy. B. & S.29. *Elano*. Amoy. B. & S.30. *Elano*. Amoy. B. & S.31. *Elano*. Amoy. B. & S.32. *Elano*. Amoy. B. & S.33. *Elano*. Amoy. B. & S.34. *Elano*. Amoy. B. & S.35. *Elano*. Amoy. B. & S.36. *Elano*. Amoy. B. & S.37. *Elano*. Amoy. B. & S.38. *Elano*. Amoy. B. & S.39. *Elano*. Amoy. B. & S.40. *Elano*. Amoy. B. & S.41. *Elano*. Amoy. B. & S.42. *Elano*. Amoy. B. & S.43. *Elano*. Amoy. B. & S.44. *Elano*. Amoy. B. & S.45. *Elano*. Amoy. B. & S.46. *Elano*. Amoy. B. & S.47. *Elano*. Amoy. B. & S.48. *Elano*. Amoy. B. & S.49. *Elano*. Amoy. B. & S.50. *Elano*. Amoy. B. & S.51. *Elano*. Amoy. B. & S.52. *Elano*. Amoy. B. & S.53. *Elano*. Amoy. B. & S.54. *Elano*. Amoy. B. & S.55. *Elano*. Amoy. B. & S.56. *Elano*. Amoy. B. & S.57. *Elano*. Amoy. B. & S.58. *Elano*. Amoy. B. & S.59. *Elano*. Amoy. B. & S.60. *Elano*. Amoy. B. & S.61. *Elano*. Amoy. B. & S.62. *Elano*. Amoy. B. & S.63. *Elano*. Amoy. B. & S.64. *Elano*. Amoy. B. & S.65. *Elano*. Amoy. B. & S.66. *Elano*. Amoy. B. & S.67. *Elano*. Amoy. B. & S.68. *Elano*. Amoy. B. & S.69. *Elano*. Amoy. B. & S.70. *Elano*. Amoy. B. & S.71. *Elano*. Amoy. B. & S.72. *Elano*. Amoy. B. & S.73. *Elano*. Amoy. B. & S.74. *Elano*. Amoy. B. & S.75. *Elano*. Amoy. B. & S.76. *Elano*. Amoy. B. & S.77. *Elano*. Amoy. B. & S.78. *Elano*. Amoy. B. & S.79. *Elano*. Amoy. B. & S.80. *Elano*. Amoy. B. & S.81. *Elano*. Amoy. B. & S.82. *Elano*. Amoy. B. & S.83. *Elano*. Amoy. B. & S.84. *Elano*. Amoy. B. & S.85. *Elano*. Amoy. B. & S.86. *Elano*. Amoy. B. & S.

Post Office.

A Mail will close:-
For Canton—*Pa Hoan*, to-morrow, the 23rd instant, at 7.30 A.M.

For Chefoo and Newchwang—*Per Independent*, to-morrow, the 23rd instant, at 9 A.M.

For Singapore, Samarang and Sourabaya—*Per Ontang*, to-morrows, the 23rd inst., at 10 A.M.

For Tjilatjap—*Per Loyal*, to-morrow, the 23rd instant, at 10 A.M.

For Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B.C. and Vancouver—*Per Empress of China*, to-morrow, the 23rd inst., at 11 A.M.

For Macao—*Per Hengshan*, to-morrow, the 23rd instant, at 1 P.M.

For Swatow, Ningpo and Shanghai—*Per Foo-kang*, to-morrow, the 23rd inst., at 2 P.M.

For Amoy—*Per Winchard*, to-morrow, the 23rd instant, at 3 P.M.

For Amoy and Manila—*Per Sungkian*, to-morrow, the 23rd instant, at 4 P.M.

For Shanghai—*Per Lyne moon*, to-morrow, the 23rd instant, at 4 P.M.

For Canton—*Per Fatshan*, to-morrow, the 23rd instant, at 5 P.M.

For Shanghai—*Per Kalgan*, to-morrow, the 23rd instant, at 5 P.M.

For Swatow and Amoy—*Per Thales*, to-morrow, the 23rd instant, at 5 P.M.

For Bangkok—*Per Dewarong*, on Thursday, the 24th instant, at 9 A.M.

For Swatow, Amoy and Foochow—*Per Abing Maru*, on Thursday, the 24th instant, at 1 P.M.

For Timor, Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney and Melbourne—*Per Australian*, on Thursday, the 24th instant, at 4 P.M.

For Singapore, Penang and Calcutta—*Per Sustang* on Friday, the 25th instant, at 11 A.M.

For Manila, Thursday Island, Townsville, Brisbane, Sydney and Melbourne—*Per Parata Maru*, on Friday, the 25th instant, at 3 P.M.

For Manila—*Per Perla*, on Friday, the 25th instant, at 4 P.M.

For Europe, &c., India, via Tuticorin—*Per Bengal*, on Saturday, the 26th inst., at 11 A.M.

For Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—*Per Doric*, on Tuesday, the 29th instant, at 11 A.M.

■■■■■ XMAS.—AND NEW YEAR PARCELS.—*St. GIBALIAN* Parcels for the United Kingdom, posted before 3 p.m. on Friday, the 8th November, are due in London about the 13th December, and those posted before 3 p.m. on Friday, the 22nd November, are due in London about the 27th December.

The following postage will be collected—

For a parcel not exceeding 3 lbs in weight \$0.50

" " 7 lbs " 1.00

" " 11 lbs " 1.50

With an additional 50 cents, parcels may be sent via Brindisi, and if posted before 3 p.m. on Friday the 22nd November, are due in London about the 21st December, and those posted before 3 p.m. on Friday, the 6th December, are due in London about the 4th January.

All parcels containing jewellery, or any article of Gold or Silver must be insured, and all insured parcels must be sealed, the seals must bear the impression of a private mark.

Senders of parcels are requested to post them a few days in advance.

RIVER STEAMERS, SCHOONERS, AND LORCHAS.

Fathian, British steamer, 1,423, *Lossius*,—Hongkong, Canton, and Macao Steamboat Co.

Ho-nam, British steamer, 1,377, H. D. Jones,—Hongkong, Canton, and Macao Steamboat Co.

Poway, British steamer, 1,873, A. N. Patrick,—Hongkong, Canton, and Macao Steamboat Co.

Hawker, British steamer, 2,252, C. V. Lloyd,—Butterfield & Swire.

Ho-long, Chinese steamer, 409 tons, Captain Chi Wo & Co.

Tai-on, British steamer, 728, J. Lawrence,—Tai-on Steamship Co.

Pak Kong, British steamer,—Kwong Wan S.S. Co.

Kong Nam, British steamer, T. Austin, R.N.R.,—Chenoweth.

Hongkong and Macao.

Heungshan, British steamer, 1,055, W. E. Clarke,—Hongkong, Canton and Macao Steamboat Co.

Macao and Canton.

Lungshan, British steamer, 1,41, G. F. Morrison, R.N.R.,—Hongkong, Canton and Macao Steamboat Co.

Kiangtung, Chinese steamer, 533, R. J. MacKenzie,—China Merchant Steam Navigation Co.

Canton and West River.

Nanning, British steamer, R. D. Thomas,—Hongkong, Canton and Macao Steamboat Co.

Sainan, British steamer, W. Dixon,—Hongkong, Canton and West River Steamboat Co.

VESSELS IN PORT.

Steamers.

Ailsa Craig, British steamer, 2,166, E. Robertson, 21st Oct.,—Kuching, 15th Oct., Coal and General—*Mitsui Bussan Kaisha*.

BAKAN MARU, Japanese steamer, 620, F. Kawamoto, 24th Sept.,—Japan 17th Sept., Ballast—Japanese.

BAKU STANDARD, British steamer, 2,375, H. Tucker, 19th Oct.,—Singapore 10th Oct., Petroleum—Meyer & Co.

BERNHARD, British steamer, 1,935, A. Wallace, 16th Oct.,—Mojii 11th Oct., Coal—Gibb, Livingston & Co.

BYGD, Norwegian steamer, 771, Th. Carlsen, 9th Oct.,—Hongkong 5th Oct., Coal—Sander, Wieler & Co.

CASSIUS, German steamer, 1,469, T. Gerlich, 20th Oct.,—Saigon 12th Oct., Rice—Lauts, Wegener & Co.

CHINA, German steamer, 1,113, E. Krubbe, 20th Oct.,—Manil 17th Oct., Ballast—E. A. Trading Co.

CHOWWA, German steamer, 1,055, A. Musing, 20th Oct.,—Koh-si-chang 11th Oct., Rice and Wood—Butterfield & Swire.

DEWYONGSE, German steamer, 1,057, H. Textor, 16th Oct.,—Bangkok 8th Oct., General—Butterfield & Swire.

DEVONSHIRE, British steamer, 2,364, A. Conel, 17th Oct.,—Mojii 11th Oct., Coal—Butterfield & Swire.

DORIC, British steamer, 2,691, Harry Smith, R.N.R., 18th Oct.,—San Francisco 20th Sept., Honolulu 27th, Yokohama 10th October, Kobe 11th, Nagasaki 13th, and Shanghai 16th, Mails and General—O. & O. S. S. Co.

ELCANO, American steamer, 501, R. de Alhama, 3rd Sept.,—Manila 31st August, Ballast—Uradao & Co.

EMPEROR OF CHINA, British steamer, 3,003, R. Archibald, R.N.R., 1st Oct.,—Vancouver, (B.C.) 9th Sept., and Shanghai 28th, Mails and General—C. P. R. Co.

ESMERALDA, British steamer, 966, J. McGinty, 19th Oct.,—Manila 7th Oct., Ballast—Shewan, Tomen & Co.

GLENNALOCH, British steamer, 1,434, R. S. Bainbridge, 19th Oct.,—Penang and Singapore 11th October, General—Joo Teck Condo, W. H. Nicholson, Canton.

■■■■■ GLOUCESTER CITY, British steamer, 1,100, J. Nilson, 1st Oct.,—Saigon 8th Oct., Rice and Rice-flour—Order.

GUTHRIE, British steamer, 2,500, W. G. McArthur, 21st Oct.,—Australia 14th Sept., General—Gibb, Livingston & Co.

HANS MENZELL, German steamer, 1,140, Neßinger, 20th Oct.,—Hongkong 14th Oct., Coal—Butterfield & Swire.

KAGOSHIMA MARU, Japanese steamer, 2,731, K. Kori, 10th Oct.,—Mojii 4th Oct., Coal—Nippon Yusei Kaisha.

KALGAN, British steamer, 1,158, J. Speed, 18th Oct.,—Java 9th Oct., Sugar—Butterfield & Swire.

LOVAL, German steamer, 1,020, J. Weidlich, 15th Oct.,—Singapore 10th Oct., Sugar—Sander, Wieler & Co.

MARQUIS BACQUEHEN, Austrian steamer, 2,771, Blasler, 19th Oct.,—Trieste via Bombay and Singapore 12th Oct., General—Sander, Wieler & Co.

NESS, British steamer, 1,063, W. Peart, 21st Oct.,—Mojii 16th Oct., Coal—Mitsui Busan Kaisha.

ON SANG, British steamer, 1,350, David 11th Oct.,—Java 2nd Oct., Sugar—Jardine, Matheson & Co.

PEMBROKESHIRE, British steamer, 2,760, J. Kennedy, 19th Oct.,—Singapore 11th Oct., General—Shewan, Tomen & Co.

RADNOFSHIRE, British steamer, 1,889, R. C. Bindloss, 18th Oct.,—Mojii 13th Oct., Coal—Shewan, Tomen & Co.

RAJAHURI, German steamer, 1,180, A. Ahlbom, 13th Oct.,—Bangkok and Koh-si-chang 9th Oct., Rice—Butterfield & Swire.

SHAKANO MARU, Japanese steamer, 2,064, S. Fujita, 21st Oct.,—Mojii 15th Oct., Coal and Cokes—Order.

SUNGKIAN, British steamer, 1,021, S. W. Moore, 21st Oct.,—Manila 18th October, General—Butterfield & Swire.

TACOMA, American steamer, 1,659, A. Dixon, 21st Oct.,—Tacoma via Port 14th Aug., General—Doddwell & Co., Ltd.

TOSA MARU, Japanese steamer, 2,610, S. J. G. Parsons, 21st Oct.,—Seattle via Shanghai 16th Oct., Flour and General—Nippon Yusei Kaisha.

TSINAN, British steamer, 1,464, O. Anderson, 15th Oct.,—Shanghai 12th Oct., General—Butterfield & Swire.

CELESTE BURILL, British ship, 1,764, C. A. Treffry, 29th May,—Manila 9th May, Ballast—Order.

GEORGE T. HAY, British ship, 1,847, E. Spice, 20th Oct.,—Cebu 8th Oct., Ballast—Arnold, Karkberg & Co.

HELEN H. WYMAN, American ship, 1,664, D. A. Vanlon 10th Sept.,—Chefoo 28th Aug., Ballast—Arnold, Karkberg & Co.

HERZOG JOHANN ALBRECHT, German schooner, 701, Anderssen 10th October, Manila 6th Oct.; General—Master.

KENTMERE, British ship, 2,347, Bundy, 19th Sept.,—New York 5th May, Oil—Standard Oil Co.

LUCIA, British ship, 640, Andersen, 2nd Oct.,—Rangoon 6th Sept., Timber—Master.

MANUEL LLAGUER, American ship, 1,650, Nichols, 29th June—New York 3rd Mar., Kerosene—Standard Oil Co.

SEA WITCH, American ship, 1,172, Howes, 21st Feb.,—Manila 18th Oct., Ballast—Master.

STATE OF MAINE, American ship, 1,467, Colcord, 8th Sept.,—New York 4th May, Kerosene—Standard Oil Co.

W. H. CONNER, American ship, 1,614, Colcord, 26th Sept.,—Manila 10th Sept., Ballast—Standard Oil Co.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

The Russian Squadron.

Admiral Koroleff, Russian armoured cruiser, 5,000 tons, twin screw, 30 guns, 9,500 h.p., Captain Jakovlev, at Nagasaki.

Admiral Charner, 2nd-class cruiser, 4,800 tons, Capt. Bathurst, Saigon.

De La Croix de Castries, at Nagasaki.

Admiral Nakimori, Russian armoured cruiser, 28 guns, 9,000 tons, 8,000 h.p., Captain Vsevolodov, at Tientsin.

Aleut, Russian gunboat, 31 tons, 8 guns, 1,200 h.p., Captain El'kishev, at Nagasaki.

Dimitri Donskoy, Russian armoured cruiser, 5,893 tons, twin screw, 34 guns, 7,000 h.p., Comdr. Sharon, at Taku.

Allion, 1st-class battleship, 12,950 tons, 13,500 h.p., 16 guns, Captain W. W. Hewett, Amyot.

Akizuki, sloop, 1,050 tons, 6 guns, 1,100 h.p., Comdr. W. Carey, Shanghai.

Arthusa, 1st-class cruiser, 4,300 tons, 10 guns, 3,920 h.p., Capt. S. N. Synder, Swatow.

Atsuta, 1st-class battleship, 12,950 tons, 13,500 h.p., Captain J. Starlin, Hongkong.

Aurora, 1st-class cruiser, 5,600 tons, 8,500 h.p., 12 guns, Captain E. H. Bayly, C.B., Wei-hai-wei.

Borek, 1st-class battleship, 13,000 tons, 14 guns, 3,163 h.p., Captain Sir G. J. Smith, Ballast.

Brat, 1st-class battleship, 12,950 tons, 13,500 h.p., Captain W. W. Hewett, Amyot.

Bramble, 1st-class gunboat, 710 tons, 1,100 h.p., 6 guns, Lieut. and Comdr. F. M. Leake, Wuhu.

Bris, 3rd-class cruiser, 1,700 tons, 6 guns, 5,600 h.p., Commander Sir Bourchier Wrey, Bart, Singapore.

Britomart, 1st-class gunboat, 710 tons, 1,300 h.p., 6 guns, Lieut.-Comdr. E. A. Baird, Taku.

Daphne, sloop, 1,140 tons, 8 guns, 2,000 h.p., Capt. Wm. C. Pakenham, Wei-hai-wei.

Dido, 2nd-class cruiser, 5,600 tons, 11 guns, 9,600 h.p., Capt. T. Tildar, Shanghai.

Elphie, 1st-class cruiser, 5,600 tons, 11 guns, 8,000 h.p., Capt. Stokes, Amyot.

Endymion, 1st-class cruiser, 7,350 tons, 12,000 h.p., 12 guns, Captain A. W. Page, C.M.G., Hongkong.

Esk, coast defence gunboat, 363 tons, 3 guns, 2,000 h.p., Lieut.-Comdr. F. Blunt, Chin-kiang.

Fame, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 5,400 h.p., in reserve.

Firebrand, 3rd-class gunboat, 455 tons, 4 guns, 3,600 h.p., Lt. and Beatty Pownall, Hongkong.

Glory, 1st-class battleship, 12